



CONNECT FORTVILLE

The image is an aerial photograph of a suburban town, identified as Fortville, Indiana. A semi-transparent blue rectangular overlay is positioned in the center of the image. Overlaid on this rectangle is the text 'CONNECT FORTVILLE' in a large, white, sans-serif font. The word 'CONNECT' is on the top line, and 'FORTVILLE' is on the bottom line. A white line graphic starts at a small circle in the top-left corner of the blue rectangle, extends diagonally down to the left side of the 'O' in 'CONNECT', then continues diagonally down to the left side of the 'F' in 'FORTVILLE'. From the bottom of the 'F', the line extends horizontally to the right, ending in a white arrowhead pointing towards the right edge of the blue rectangle. The background of the image shows a dense residential area with many houses, green trees, and a few commercial buildings. A prominent white water tower with the word 'FORTVILLE' on it is visible on the right side of the image. The bottom of the image features a white and grey geometric design element.

Presentation Overview

- Thoroughfare Plan
- Right of Way Dedication Ordinance
- Access Management & Control Ordinance

**PLAN +
LOCAL POLICY = SUCCESS**

Thoroughfare Plan Overview

- Guiding Principles
- System Policies
- Plan Considerations
- Thoroughfare Plan Map
- Design Matrices
- Typical Cross-Sections
- Multi-use Path Potential
- Recommendations & Next Steps



Guiding Principles

The transportation system must...

- Safe – be safe for all users.
- Convenient – be efficient and reliable.
- Economic – encourage and support economic growth.
- Inclusive – be designed for all users.



Safe System Policies



Traffic Calming

- Design streets to limit undesirable thru-traffic and speeding.

Example elements:

- Narrow lane widths
- Speed bumps
- Street trees
- On-street parking



Safe System Policies



Two-Way Left Turn Lanes

- Preferable to four-lane cross-section option.

Impact:

- Reduce vehicle and pedestrian conflict points
- Reduce sideswipe and rear-end collisions
- Calm traffic
- Increase operational efficiency



Safe System Policies



Modern Roundabouts

- Preferred intersection treatment option over stop control.

Impact:

- Lower speed and conflict points
- Improved operational efficiency



Safe System Policies

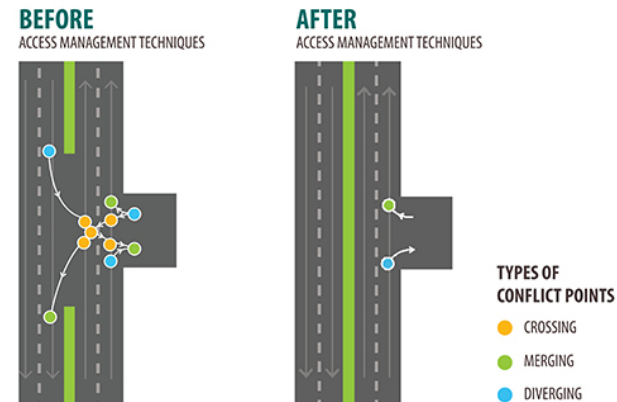


Access Control

- Manage and limit negative land development impacts.

Example elements:

- Median treatments
- Right-in, right-out access
- Shared driveway policies
- Cross access easements



Which corridor would you rather have your business on?

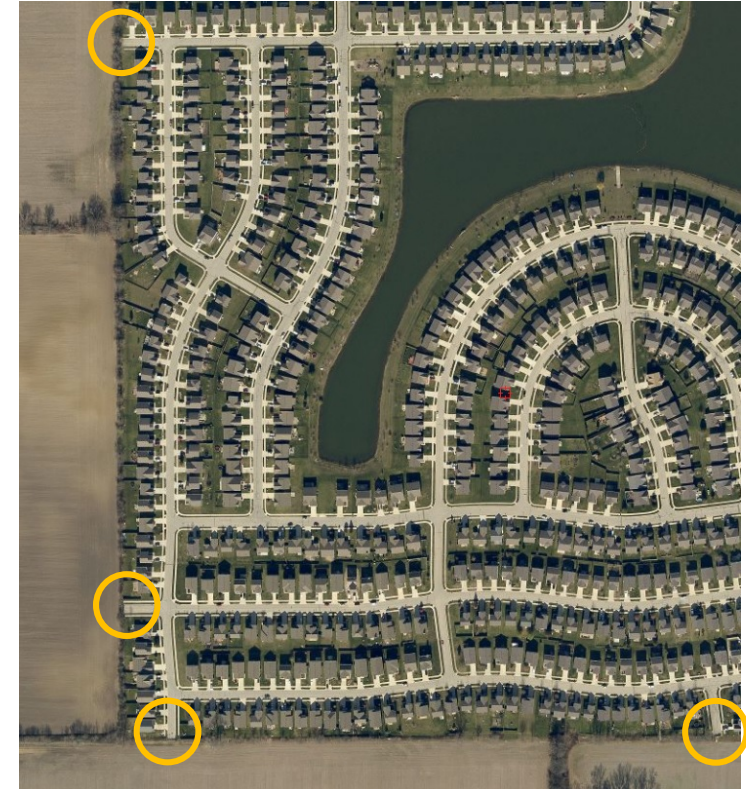


Convenient System Policies



Stub Streets

- Support future network connectivity.



Convenient System Policies



Permanent Dead-end Streets

- Should be avoided except in limited situations.

Impacts when used:

- Poor network connectivity
- Emergency services accessibility limits
- Local/collector overloading



Convenient System Policies



On-Street Parking

- On-street parking will be provided on local and collector level streets.
- Will be avoided on primary and secondary arterials where mobility should be preserved.

Considerations:

- Adequate provision off-street parking
- Anticipated or current density of the development and surrounding area
- Setback distance of the building
- Secondary benefits of on-street parking, such as pedestrian or bicyclist comfort
- Emergency vehicle access
- Existing parking restrictions



Economic System Policies

Economic Development

- Design and improvement strategies support growth.



Economic System Policies



Traditional Neighborhood Development (TND)

- Concepts applied to manage growth and maintain small town character.

Future incorporation into zoning ordinance is an option for extending use and support.

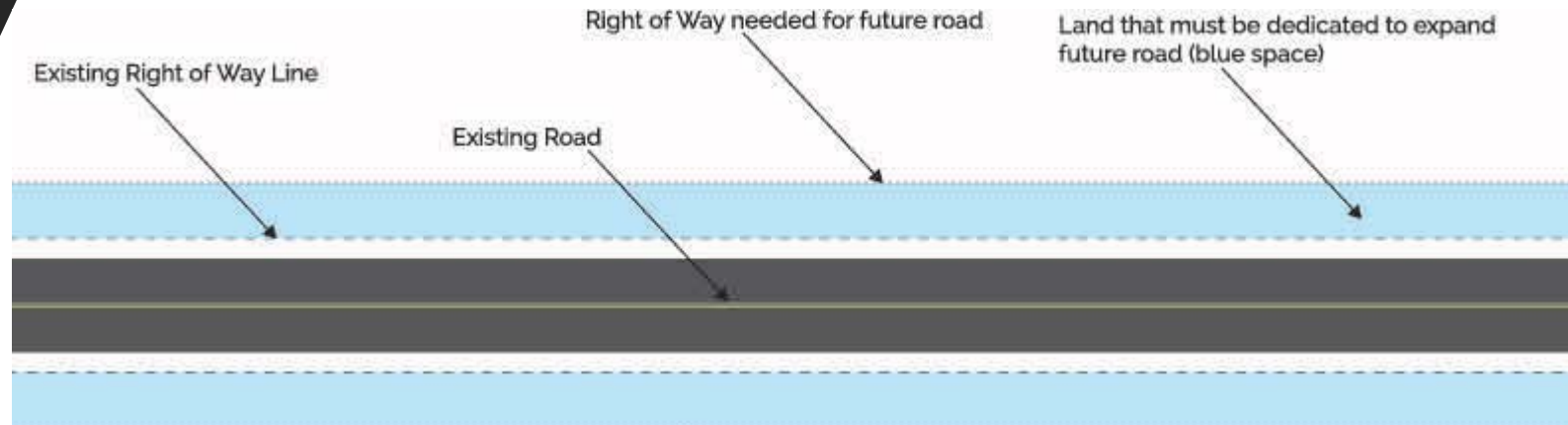


Economic System Policies



Right-of-Way Dedication

- Public-private partnership to improve and expand transportation network.



Inclusive System Policies



Complete Streets Systems

- Utilize complete street approach to design to provide for all roadway users and modes.



Inclusive System Policies



Accessibility

- Incorporate Americans with Disabilities Act (ADA) requirements.

The Public Rights-of-Way Accessibility Guidelines (PROWAG) should also be followed where feasible.

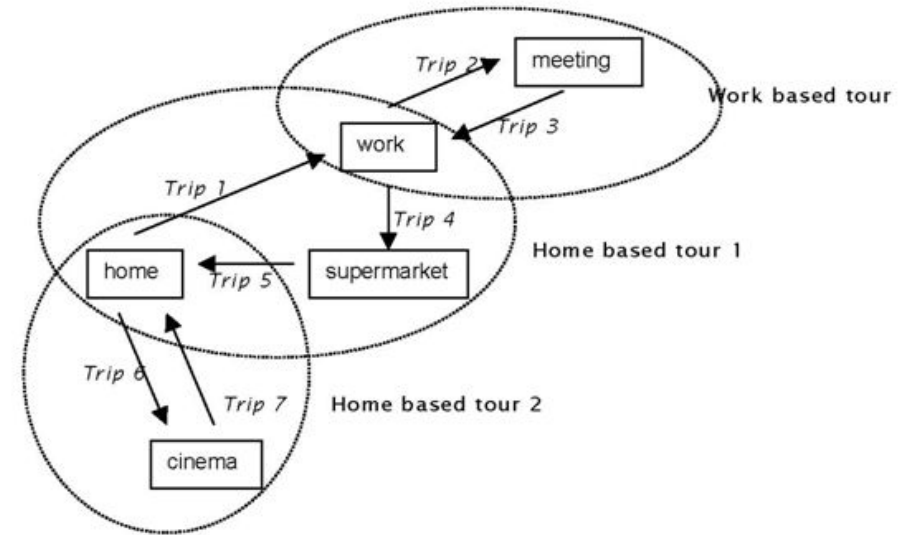


Inclusive System Policies



Integrated Transportation Systems

- Incorporate design elements that support the integration of multiple modes within a single trip-tour.
- Utilize incrementalism in planning and building infrastructure.
- Ensure all users for context and function are taken into consideration.



Inclusive System Policies



Street Trees & Landscaping

- All street network designs incorporate planting strips between sidewalks and roadways, as well as in medians, where feasible.



Plan Considerations

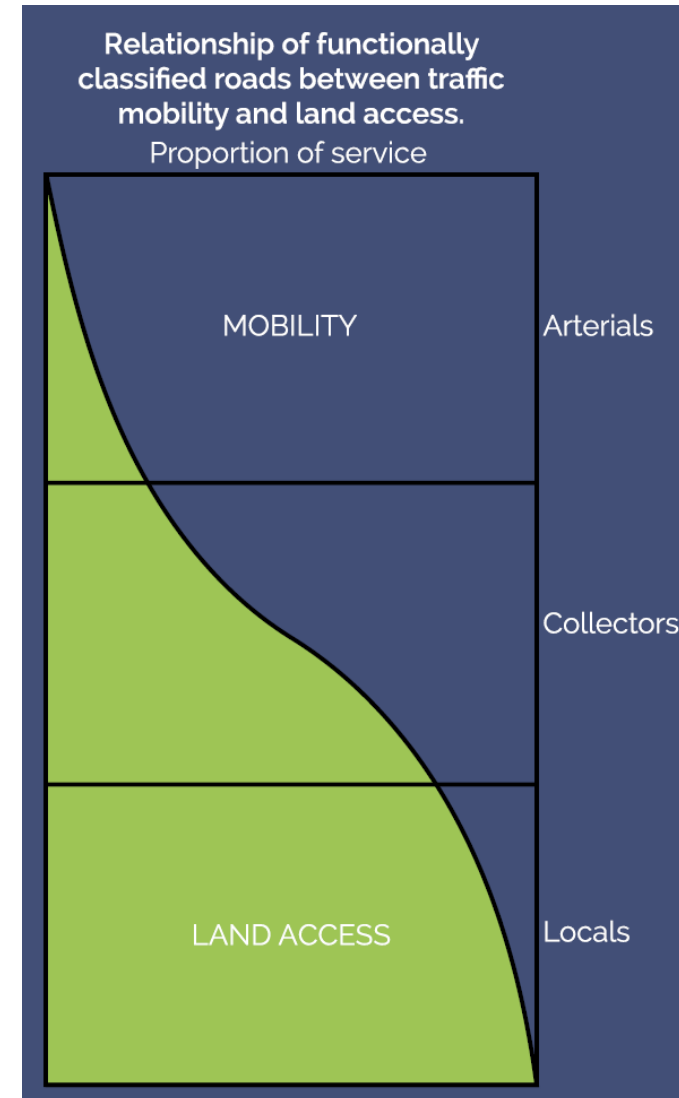
- Functional Classification
 - Arterial, Collector, Local
- Development Characteristics
 - Traditional-Urban
 - Hybrid-Suburban
- Adjacent Land Use
 - Residential
 - Commercial
 - Industrial



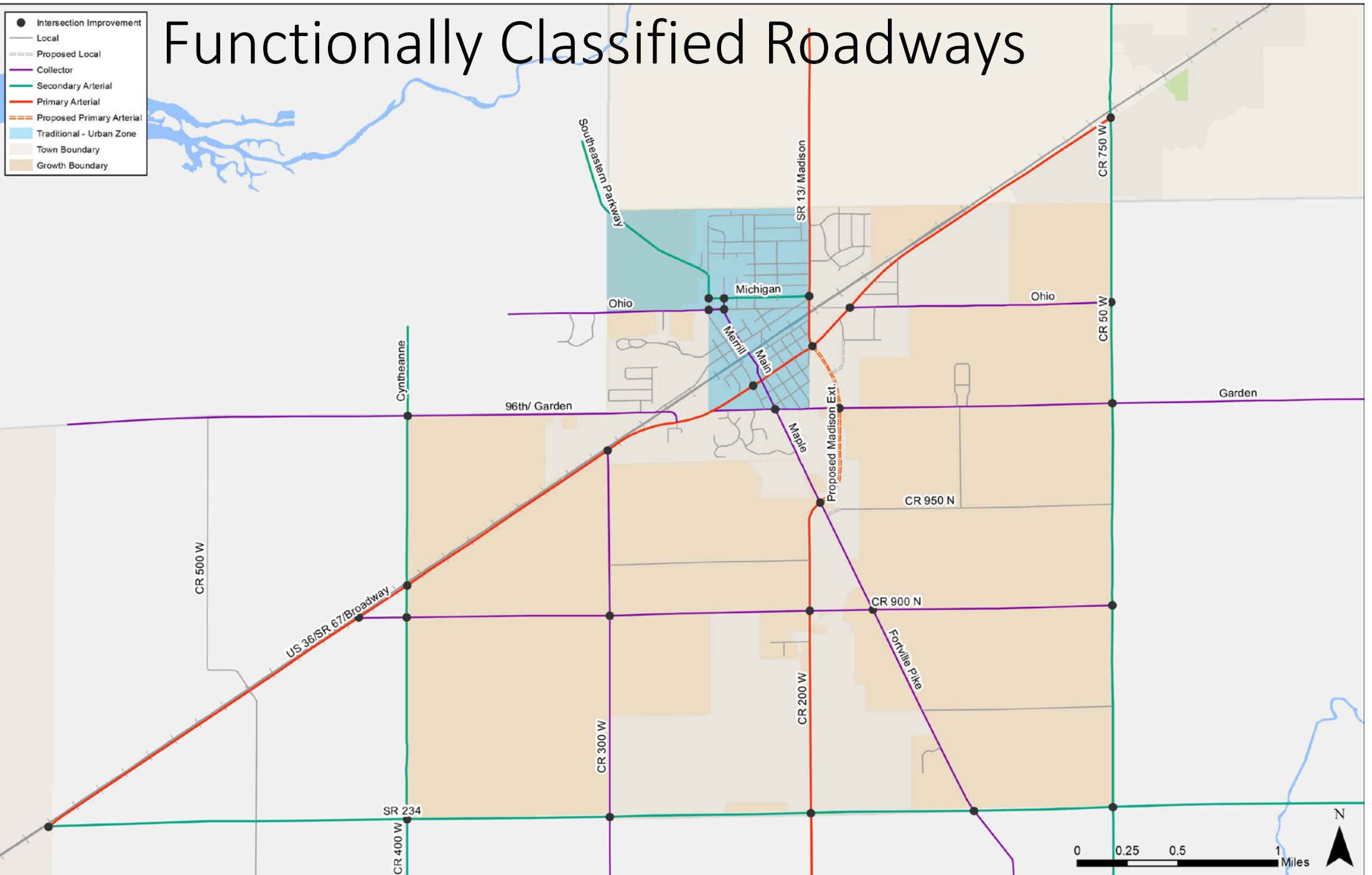
Plan Considerations

Functional Classification

- The functional classification system balances mobility and access through the hierarchy of roadways: arterials, collectors, and locals.



Functionally Classified Roadways



Design Matrices

Diagram illustrating the design matrix structure for a local street, showing the relationship between Transportation Elements, Development Character, and various design components.

Street Classification: Local

Transportation Elements	Hybrid - Suburban			Traditional - Urban		
	Residential	Commercial	Industrial	Residential	Commercial	Industrial
Traffic Lanes:						
Lane width	8	8	12	8	8	12
Min. thru lanes	2	2	2	2	2	2
Max. thru lanes	2	2	2	2	2	2
Parking (one/both sides):	Required	Permitted	-	Required	Permitted	-
On-street parking	Required	Permitted	-	Required	Permitted	-
Parallel parking	Permitted	Permitted	-	Permitted	Permitted	-
Angle parking	Conditional	Conditional	-	Conditional	Conditional	-
Width per side	4 4	6 0	-	4 4	6 0	-
Curb & Gutter:	Required	Required	Required	Required	Required	Required
6" Chair back	Required	Required	Required	Required	Required	Required
8" Chair back	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional
Width per side	2	2	2	2	2	2
Pedestrian Facilities:	Required	Required	Required	Required	Required	Required
Material - concrete	Required	Required	Required	Required	Required	Required
Material - asphalt, pavers	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional
Minimum width	5	5	5	5	5	5
Bicycle Facilities:	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional
Pavement marking	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum buffer width	-	-	-	-	-	-
Minimum width	-	-	-	-	-	-
Policy Components:						
Access Control:	-	-	-	-	-	-
Speed zone (mph)		20-30			20-30	

Annotations:

- Curb included in parking where applicable:** Points to the Curb & Gutter section.
- Permissible parking option:** Points to the Parking section.
- Development character:** Points to the Street Classification header.
- Limitations set to encourage mobility & safety:** Points to the Access Control section.
- Bike lanes or sharrows:** Points to the Bicycle Facilities section.
- Sidewalk or multi-use path:** Points to the Pedestrian Facilities section.

Note:

1. Gutter is included in parking where applicable unless for Collector Traditional - Urban Residential where it is included in the bike lane
2. Back of Curb to Front of Curb will be included in planting strip
3. Additional ROW in collector is to be used for permitted or conditional uses
4. Planting Strips greater than 7 feet will have street trees
5. Access Control will be mandatory on primary arterial

Diagram illustrating the design matrix structure for a local street, showing the relationship between Design Elements, Development Character, and various design components.

Street Classification: Local

Design Elements	Hybrid - Suburban			Traditional - Urban		
	Residential	Commercial	Industrial	Residential	Commercial	Industrial
Planting Strip:	Required	Required	Required	Required	Required	Required
Street Trees	Required	Required	Required	Conditional	Conditional	Conditional
Minimum width	8	8	8	5	5	5
Lighting:	Required	Required	Required	Required	Required	Required
Dusk to dawn lighting	Required	Required	Required	Required	Required	Required
Medians/TWTL:	-	-	-	-	-	-
Chair back curbs	-	-	-	-	-	-
Median trees	-	-	-	-	-	-
Drainage	-	-	-	-	-	-
Lighting	-	-	-	-	-	-
Minimum width	-	-	-	-	-	-
Pavement Markings:						
Centerlines	-	Required	Required	-	Required	Required
Edge lines	-	Permitted	Permitted	-	Permitted	Permitted
Parking spaces	Permitted	Required	-	Permitted	Required	-
Stop bars	Required	Required	Required	Required	Required	Required

Annotations:

- Buffer between road and sidewalk/ path:** Points to the Planting Strip section.
- Adjacent land use:** Points to the Street Classification header.

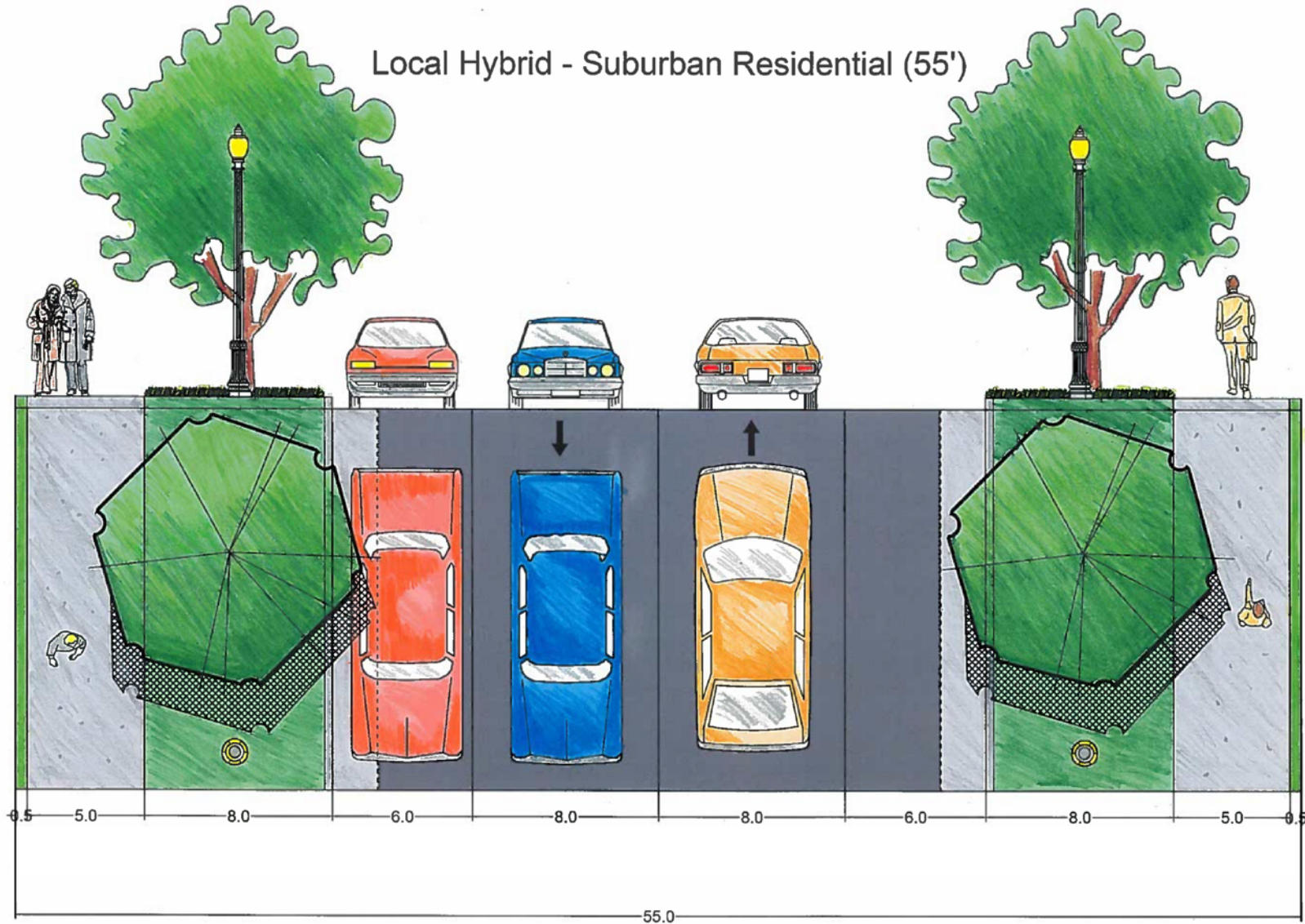
Transportation + Design

Total ROW	Hybrid - Suburban			Traditional - Urban		
	Residential	Commercial	Industrial	Residential	Commercial	Industrial
ROW Width:	One foot wider than sum of all elements					
Minimum width	55	55	55	48	48	48
Maximum width	-	-	-	48	48	48

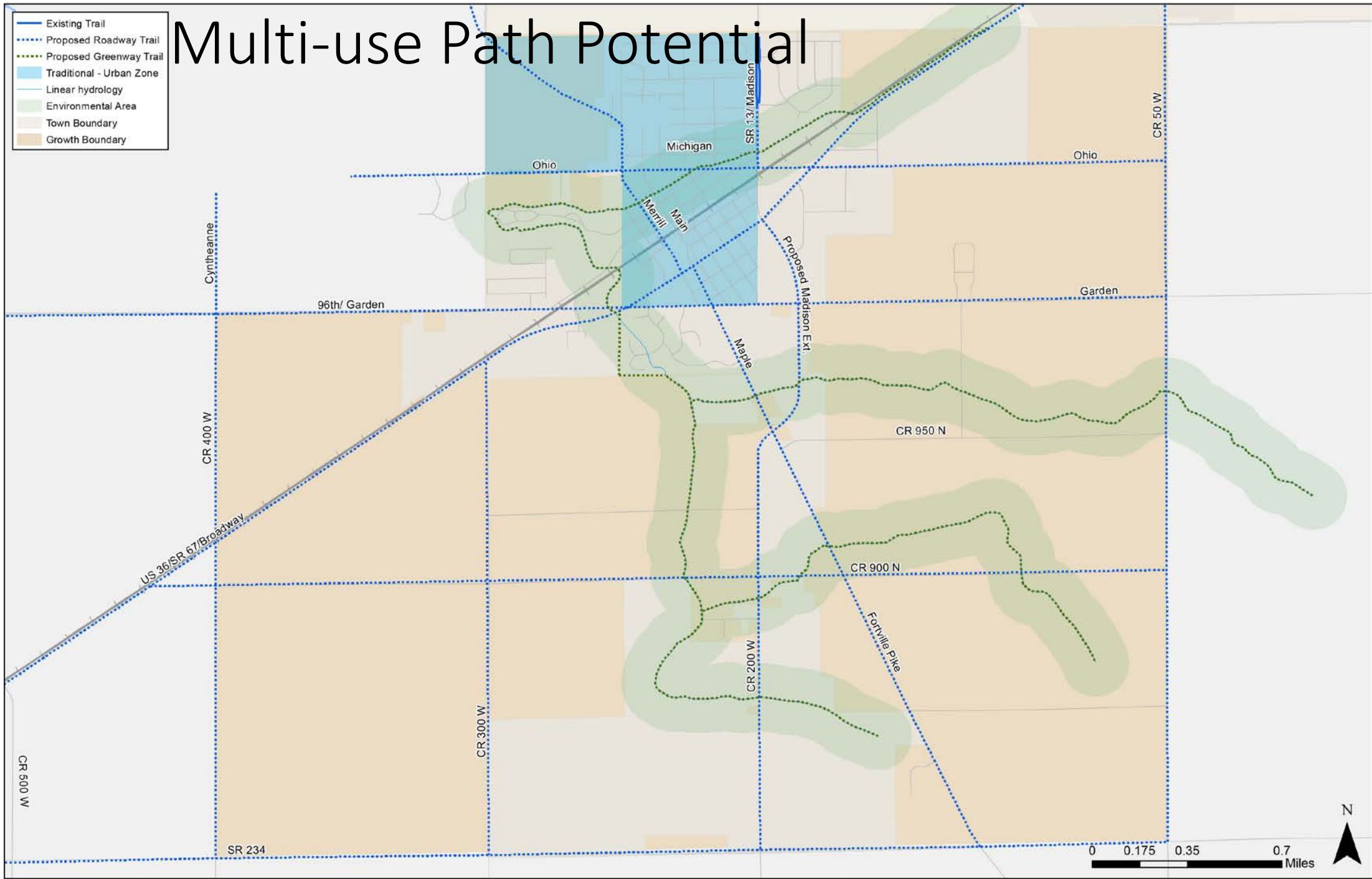
Annotations:

- 6" utility buffer on each side of ROW:** Points to the Hybrid - Suburban Commercial/Industrial Minimum width.
- Maximum necessary in context zone:** Points to the Traditional - Urban Commercial/Industrial Maximum width.

Typical Cross-Sections



Multi-use Path Potential



Policy Overview

- Intent and Purpose
 - Right-of-Way Dedication
 - Access Management
- Applicability
- Timing and Extent

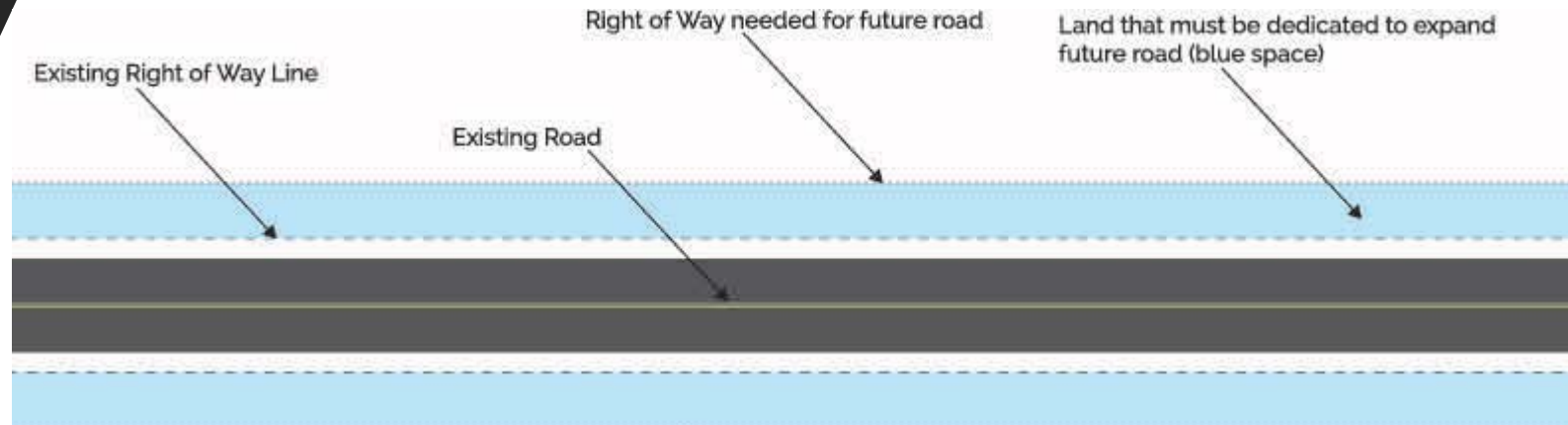


Right-of-Way Dedication



Public-private partnership to improve and expand the transportation network.

- Corridor preservation
- Formalize negotiation process
- Reduce taxpayer expenses



Access Management

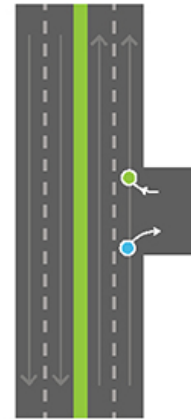
Coordinated planning, regulation, and design of access between roadways and physical land development.

- Reduce conflict points
- Improve system operations
- Preserve efficient movement of people and goods

BEFORE
ACCESS MANAGEMENT TECHNIQUES



AFTER
ACCESS MANAGEMENT TECHNIQUES



**TYPES OF
CONFLICT POINTS**

- CROSSING
- MERGING
- DIVERGING

CONNECT
FORTVILLE



Which corridor would you
rather have your business on?



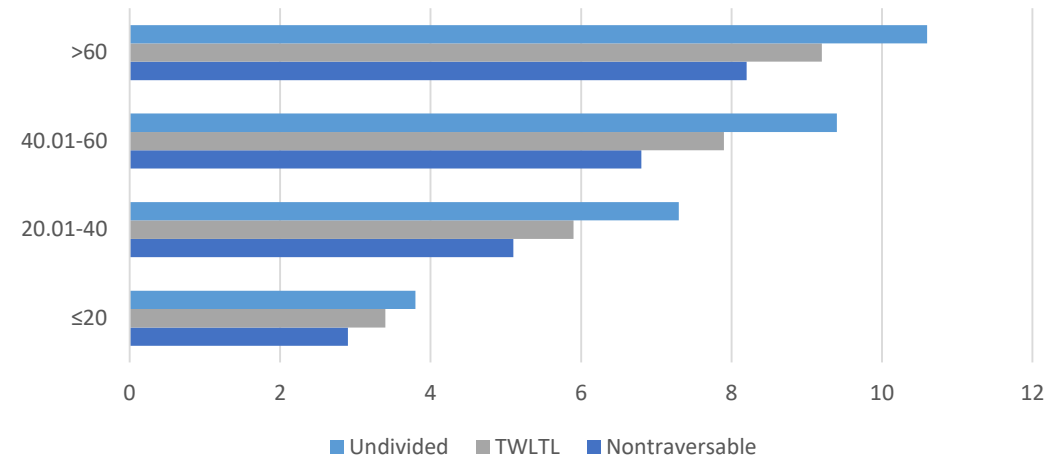
Access Management



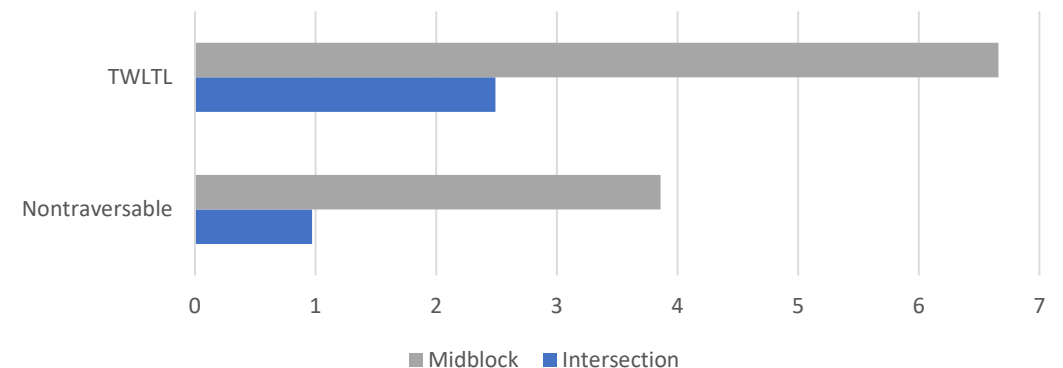
Benefits:

- Travel time reductions
- Unchanged or increased business sales
- Air pollution reductions
- **Crash rate reductions**
 - Auto crashes
 - Pedestrian-involved crashes

Crash Rates by Median Type and Access Points per Mile



Pedestrian Crash Rates for Suburban Arterials

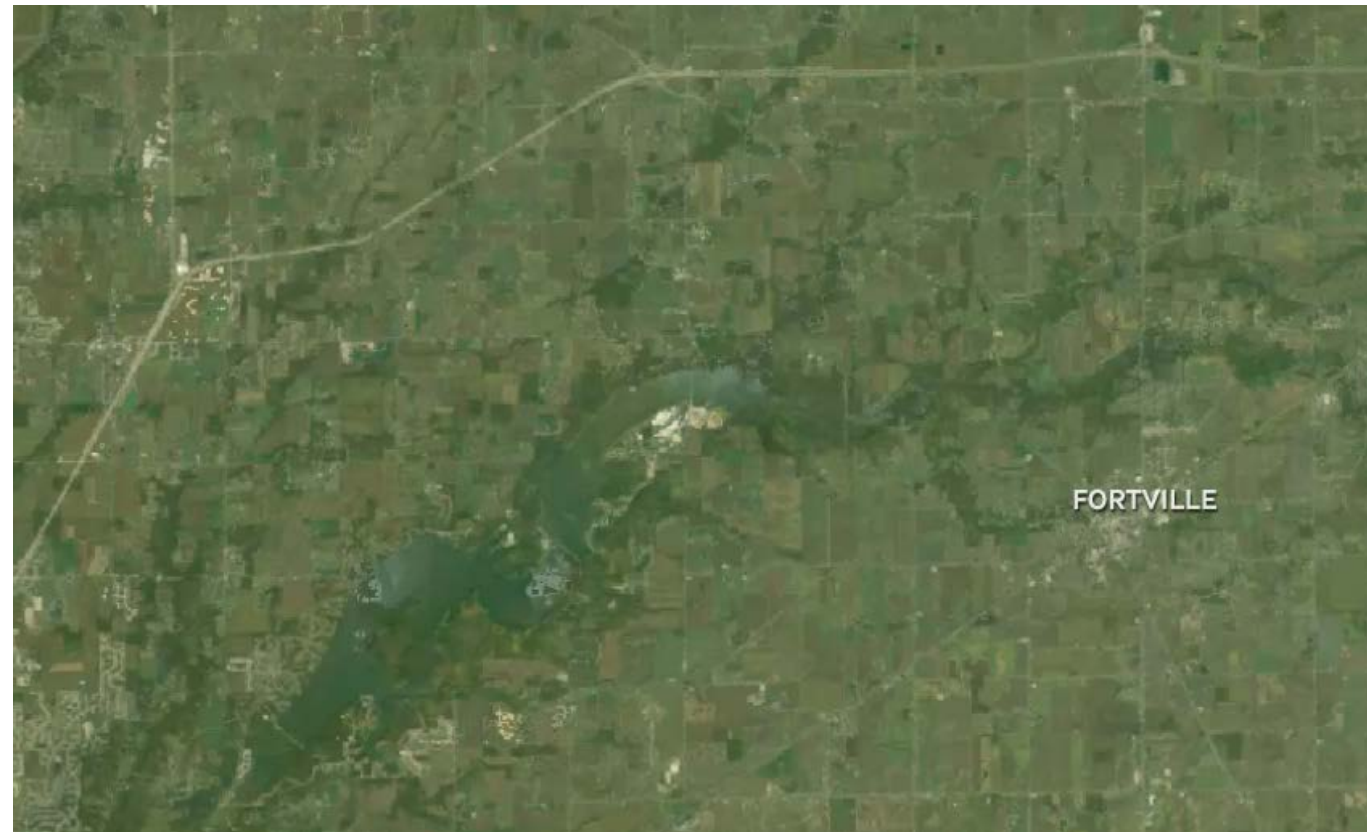


Access Management

INDOT Access Management Guide

- Adaptable templates by community types
 - Slow growing rural community
 - Rural/Suburban community in path of growth
 - Retrofit urban community
- Recommended distance and design standards
- Regulations by adjacent land use

Indianapolis Growth – 1984 1994 2004 2012

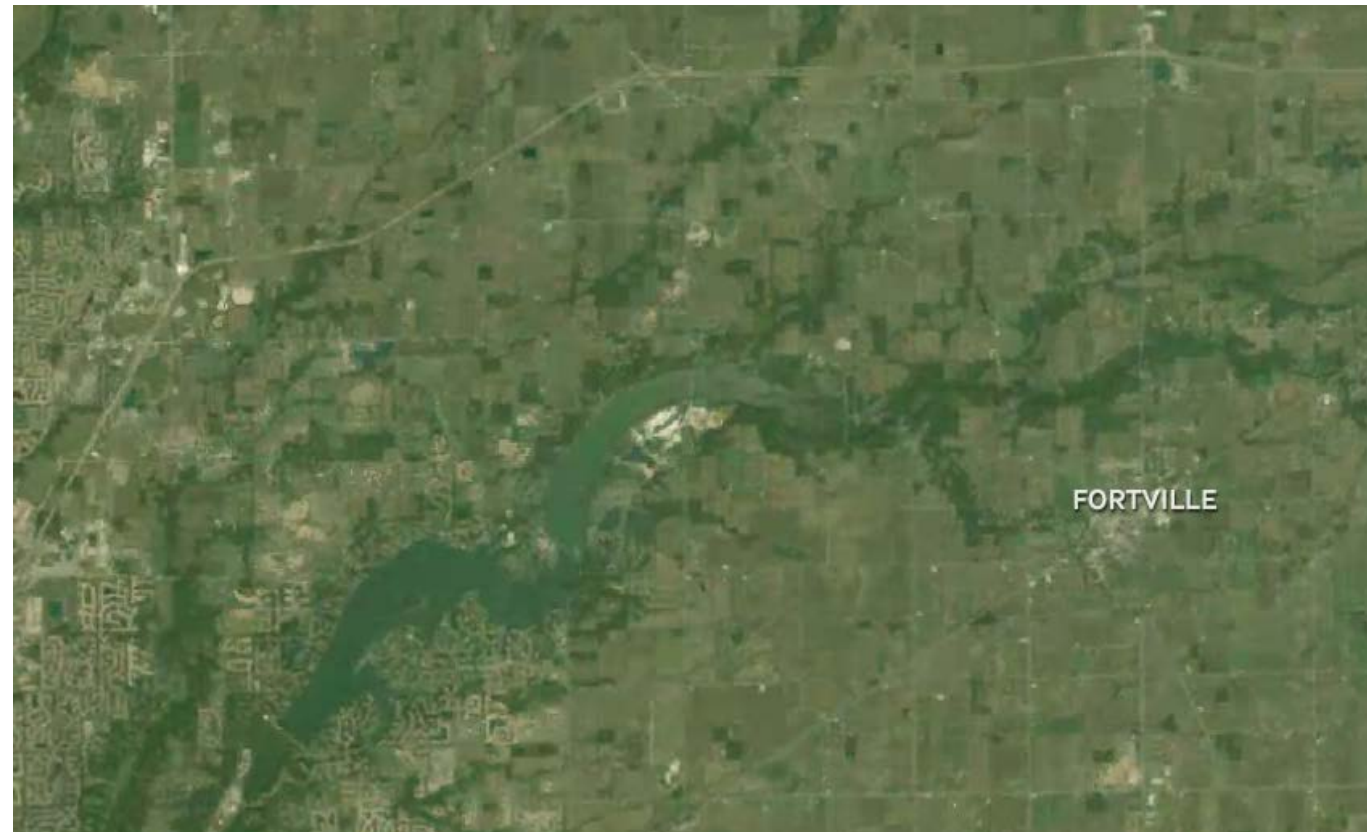


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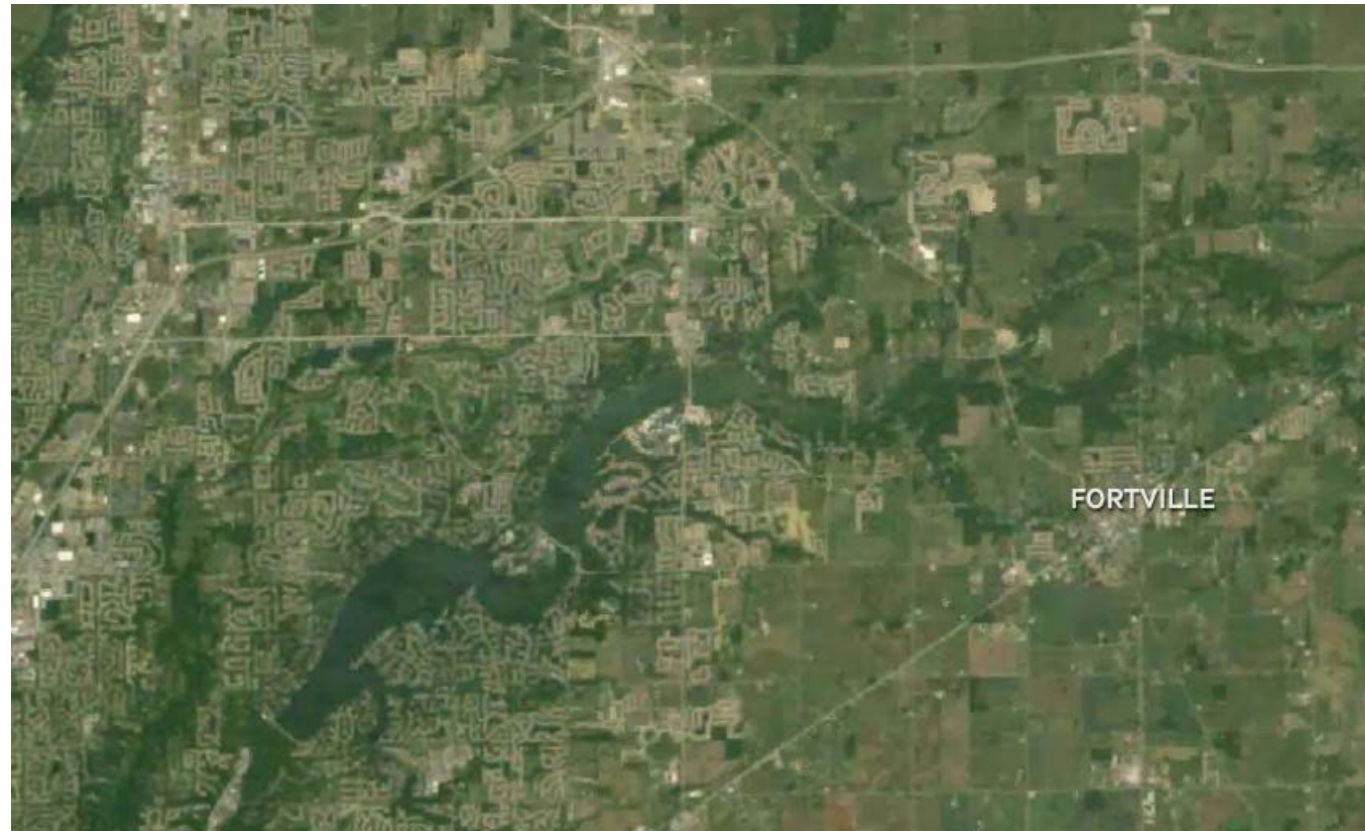


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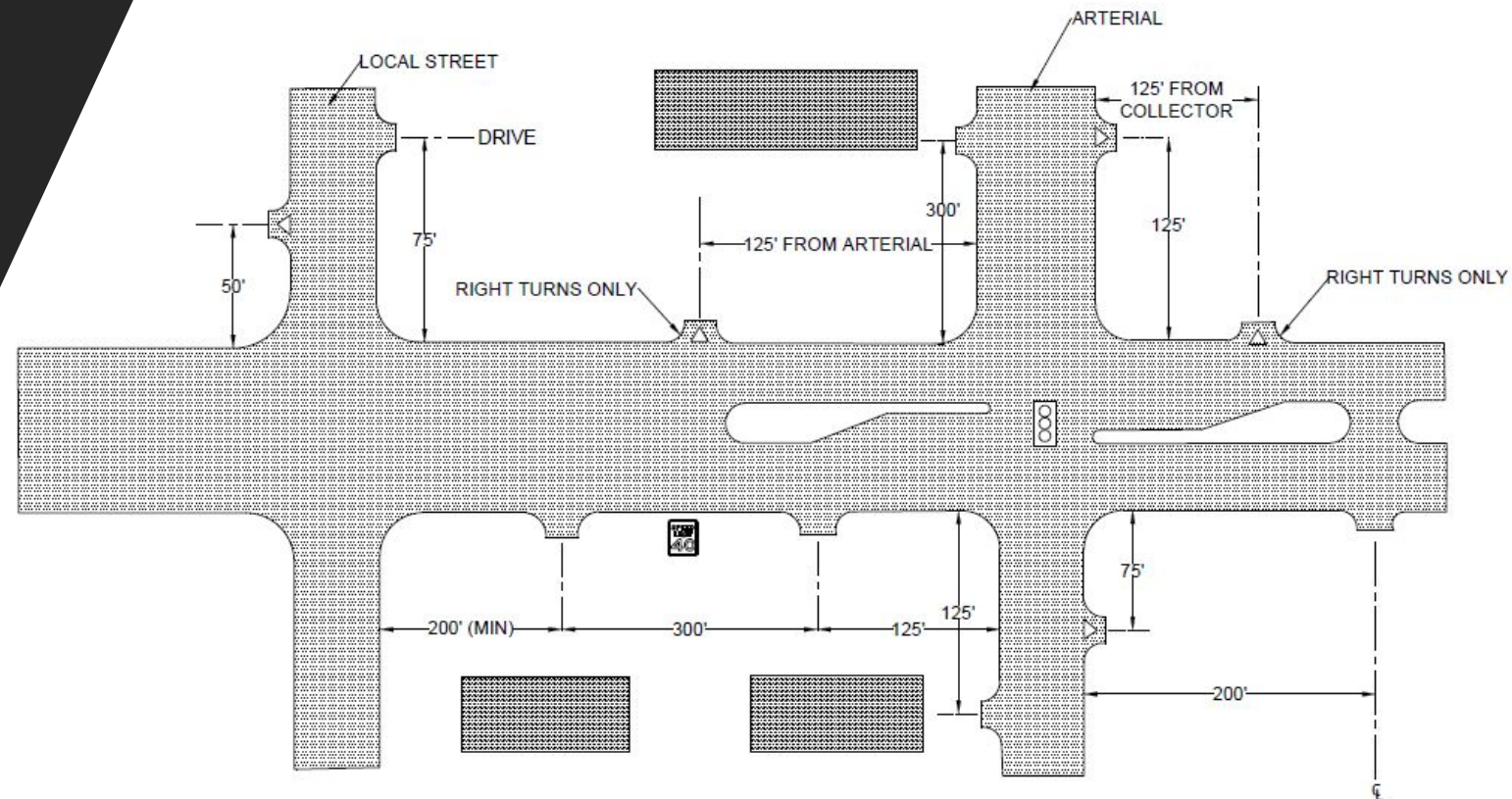


Access Management



Example elements:

- Median treatments
- Intersection/driveway spacing
- Right-in, right-out access
- Shared driveway policies
- Cross access easements
- Waiver process



Access Management

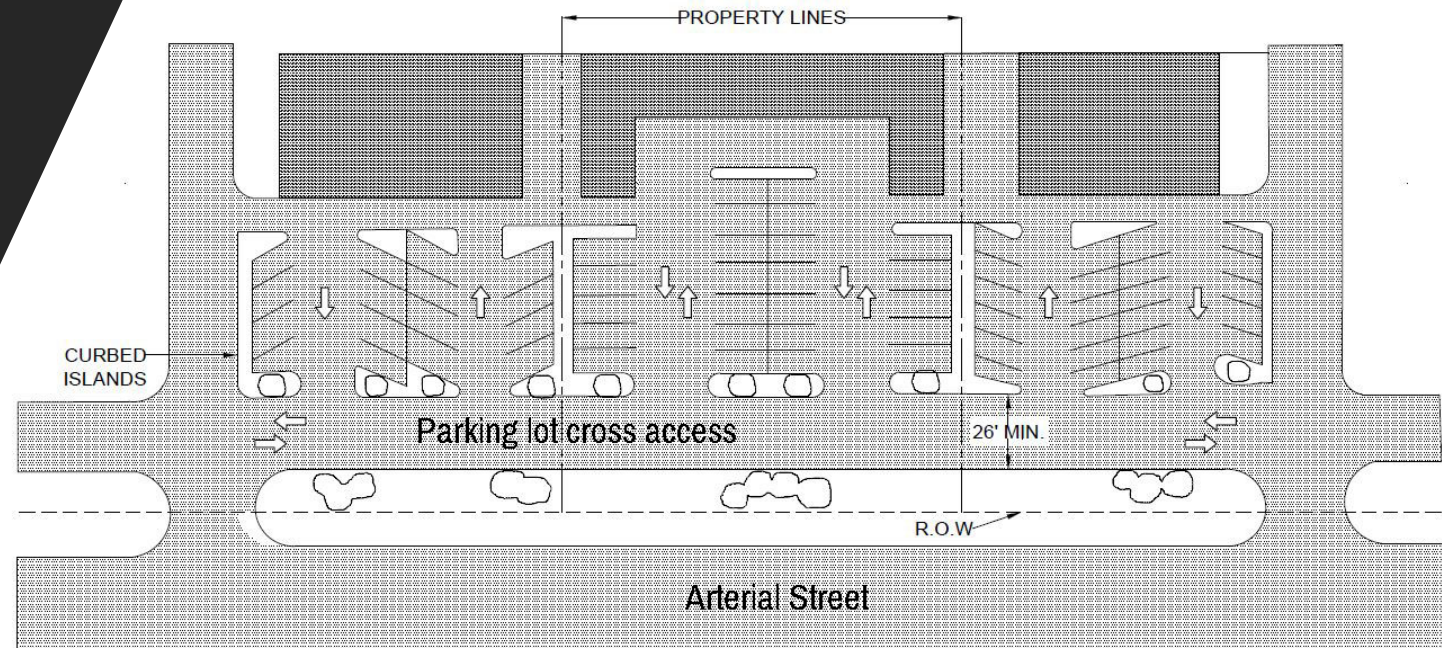
Waiver Process:

- Maximum flexibility
 - Accounts for significant differences between Old Town and new subdivisions
 - Must meet intent of Chapter
- Built into site review process
- Vehicle trips per day thresholds
 - Over 500 vpd requires study by a registered traffic engineer



Applicability

- Condition of approval for new development
- Applied during subdivision and site plan review
- Temporary access until shared access feasible



Extent and Timing

- Widths defined in Thoroughfare Plan
- Traffic Impact Studies
- Escrow fees for professional review



Contact

QUESTIONS?



ROBERT@HEARTLANDMPO.ORG

Robert Wertman, AICP, PTP

Principal Transportation Planner

Transportation Systems Planning, Analysis, and Forecasting Lead
Madison County Council of Governments